OPNAV FORM 3750-1A (Rev. 3-63) Page 1 Par

Para. 66, OPNAV INSTRUCTION 57506, effective edition

IRCI			THE RESERVE THE PERSON NAMED IN				2157 *	S. BUREAU NUI	
	RAFT ACCIDENT BOARD APPOINT		Manage Contract of the Contrac	12144OH	TIEC 4	74.3	3	155831	
OTT	manding Officer	VF-103	1-691	12144UIL	ALABORE .	-	*	10. DAMAGE	*
Olia	III. Carried	7 / 11	*	2400/100	M Oceana	THEAN		ALFA	
Co	mmander, Naval Aviation Sal	lety Center		LL THE OF CA	# 12	TIME IN FL	* THOI	13. FLIGHT CO	DE *
VIA	COM CVW THREE	77.72	* 8. 10			0 + 25		1411	
-	COMFAIRNORFOL	K		DA CLEARED	1	0 1 27			
_	COMNAVAIRLANT			Felia Lettinini	Oceana	TO:	NAS	Oceana	
-	CONTRACTOR			15. TYPE CLEAR		AIRSPEED		17. A/C WEIGH	HT
-						Unknow	n	44,000	(E)
_		- 22		Loca	4-6-	ELEVATION	AT TIME DE	MISHAP	
. BRI	the water Air	pright s	pin resul	ting in	impact	. 0	TER	PAIN 0	
ith	the water. Air	crew ele	ected at V	ION OF ANY OTH	ER A/C INVOLVED	(Complete C	PNAY Form	3750-1 for each	A/C) *
O. LIS	ST MODEL. DUNG REPORTING CU	STOOLAN AND O	Market School						
1	N/A		7.10	FACTOR		V II		FACTOR	
VI	FACTOR		4-	PACION		17.			
			41.0	(b) (:	5)				
				(0) (					
1-2-	1		22 ( 2 20)	4 05545	Trance 12	17,325	15	WT POSITION	w 1 cost
1 10	I AME (Last first, & middle initial)	* 2 114	MR/ 3 PILE SERVICE S	4 DESIG	Charach In	ALC: NAME OF TAXABLE PARTY.	1 25 mg		1
1. N/	I AME (Last, first, & middle (mitial)	P 2 BA	College with	A STREET WATER OF		ALC: NO PERSON NAMED IN COLUMN 1		Front	
1. N/	I AME (Last, first, & middle (mitiel) T (et controls at time of mishap)		(h) (		(b)	ALC: NO PERSON NAMED IN COLUMN 1	*\$ - 25   Fd	Front	1
PILO	f (at controls at time of mishap)		(h) (	1315		ALC: NO PERSON NAMED IN COLUMN 1		Front	
PILO	AME (Last, first, & middle initial) If (at controls at time of mishap) CONNOR, Craig		(h) (		(b)	<b>(6)</b> 1	H	Front	
PILO	(ot controls at time of mishap) (CONNOR, Craig		(h) (		USNR (b)	ALC: NO PERSON NAMED IN COLUMN 1	H	Front Seat	L
O CO-P	of (et controls at time of mishep) 1 CONNOR, Craig PLOT (identity & submit separate	T. LT	(b) (e	1315	USNR (b)	<b>(6)</b> 1	H	Front	
O CO-P	of (et controls at time of mishep) 1 CONNOR, Craig PLOT (identity & submit separate	T. LT	(b) (e		(b)	(6) 1 NFO 3	H	Front Seat	L
O CO-P	T(et controls at time of mishap) CONNOR, Craig CONNOR, Craig LOT (identity & submit separate TRIO, TYPER, Ro	T. LT	(b) (e	1315	USNR (b)	<b>(6)</b> 1	H	Front Seat	L
O CO-P	CONNOR, Craig CO	T. LT	(b) (e	1315	USNR (b)	NFO 3	H	Front Sent IO Back Sent	L
PILO CO-P	T(et controls at time of mishap) CONNOR, Craig CONNOR, Craig LOT (identity & submit separate TRIO, TYPER, Ro	T. LT	(b) (6	1315	USNR (b)	NFO 3	H ALL	Front Seat IO Seat	L L / 6
O CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Crai	T. LT	(b) (e	1315	USNR USNR usnr	NFO 3	H ALL	Front Seat  IO Seat  IO 52	L L / 6 / 160
O CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Crai	T. LT	(b) (c)	1315 1325 1 60 to	USNR USNR USNR UNDINGS CAVINICAT LUNDINGS CAST #	NFO 3	H ALL	Front Seat  IO Seat  IO 52	L L / 6
HOURS CO-L	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig LOT (identity a submit separate BRIO, TYPER, RO ITEM ALL MODELS	T. LT	(b) (6	1315 1325 1325 132 132 133 144 154 154 154 154 154 154 154 154 154	USNR USNR LANDINGS CAVANICATE LANDINGS LAST &	NFO 3 ITEM	H ALL	Front Seat  10 Seat  10 Seat  10 52	L / / 6 / 160 / 160 / 0
O CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Crai	T. LT	(b) (c) 427 195	1315 1325 1325 13325 14327 1504 161	USNR  USNR  LINDINGS CAY, NIGHT  LANDINGS LAST & NIGHT  RUMENT HOURS LAST	NFO 3 ITEM	ALL IN MODE ALL	Front Seat  Back Seat  10 Seat  10 52  11 52	L L / 6 / 160 / 160
CO-P ENRO	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT	(b) (c)	1315 1325 1325 13325 14327 1504 161	USNR USNR LANDINGS CAVANICATE LANDINGS LAST &	NFO 3 ITEM	ALL IN MOD	Front Seat  Back Seat  10 Seat  10 52  DH 52  DH 52  DH 2	L / / 160 / 160 / 8
CO-P ENRO	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT	(b) (c) 427 195 50	1315 1325 1325 13. ov 16 14. pcup 19. instit Mon.	USNR  USNR  LANDINGS CAY, NICATE  LANDINGS LAST & NIGHT  RUMENT HOURS LAST INS ACTUAL/SIMUL	NFO 3 ITEM	ALL IN MOD ALL IN MOD ALL IN MOD ALL	Front Seat  IO Seat  IO Seat  IO 52  OH 52  OH 2  IO 24	L / / 6 / 160 / 160 / 0
CO-P ENRO	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT pger D. I	(b) (c) 427 195	1315 1325 1325 13. ov 16 14. pcup 19. instit Mon.	USNR  USNR  LINDINGS CAY, NIGHT  LANDINGS LAST & NIGHT  RUMENT HOURS LAST	NFO 3 ITEM	ALL IN MOD	Front Sent  Back Sent  10 Sent  10 52  HL 52  HL 52  24	L / / 6 / 160 / 160 / 0
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT  pger D. I  ths  a/c  oft/cpt	427 195 50 115	1315 1325 1325 13. 6v to 12. 750 party 19. 1851 19. 1851 19. 1851	USNR  USNR  LINDINGS CAYINICAT  LINDINGS LAST & MIGHT  RUMENT HOURS LAST & MIGHT  T HOURS LAST & MIGHT  THOURS LAST & MIGHT	NFO 3 ITEM	ALL IN MOD ALL IN MOD ALL IN MOD ALL	Front Seat  IO Back Seat  IO 52  OH 52  OH 2  OH 24  OH 24	L / / 6 / 160 / 160 / 0 / 0
CO-P ENRO	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT pger D. I	(b) (c) 427 195 50	1315 1325 1325 13. 6v to 12. 750 party 19. 1851 19. 1851 19. 1851	USNR  USNR  LINDINGS CAYINICAT  LINDINGS LAST & MIGHT  RUMENT HOURS LAST & MIGHT  T HOURS LAST & MIGHT  THOURS LAST & MIGHT	NFO 3 ITEM	ALL IN MOD ALL IN MOD ALL IN MOD ALL	Front Seat  IO Back Seat  IO 52  OH 52  OH 2  OH 24  OH 24	L / / 6 / 160 / 160 / 0
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Craig CONNOR, Craig LOCAL CONTROL OF CONTROL TYPER, RO TEM ALL MODELS ALL MODELS IN LAST 12 MONTROL LOCAL CONTROL LAST 12 MONTROL LAST 12 MONTROL LAST 13 MONTROL LAST 1	T. LT  pger D. I  ths  a/c  oft/cpt	427 195 50 115	1315 1325 1325 1325 132 132 133 1431 1431 1431 1431 1431 14	USNR USNR LINDINGS DAY, NIGHT LINDINGS LAST # NIGHT RUMENT HOURS LAST # THOURS LAST 3 M	NFO 3 ITEM	HI ALL IN MOS ALL IN MOS ALL IN MOS ALL IN MOS	Front Seat  IO Back Seat  II IO 52  OH 52  OH 52  OH 2  OH 24  OH 24	L / / 6 / 160 / 160 / 8
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Co	T. LT  pger D. I  ths  a/c  oft/cpt  a/c	427 195 50 115 /	1315 1325 13.5	USNR  USNR  USNR  LANDINGS CAY, NIGHT  LANDINGS LAST #  NIGHT  RUMENT HOURS LAST 3 M  OTAL HOURS IN  (if jet mishap)  15 (if helo mishap)  17 (100 FLIGHT ALL	NFO 3 ITEM  MONTHS  ST 3 ATED  ONTHS	ALL IN MOD	Front Seat  10 Back Seat  10 52  11 52  12 24  12 24  13 12-16	L / / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Co	T. LT  pger D. I  ths  a/c  oft/cpt  a/c  oft/cpt	427 195 50 115	1315 1325 1325 1325 1325 1325 1325 13315 13415 13515 13	USNR  USNR  LINDINGS CAYINICAT  LINDINGS LAST & MIGHT  RUMENT HOURS LAST & MIGHT  T HOURS LAST & MIGHT  THOURS LAST & MIGHT	NFO 3 ITEM  MONTHS  ST 3 ATED  ONTHS	HI ALL IN MOS ALL IN MOS ALL IN MOS ALL IN MOS	Front Seat  10 Back Seat  10 52  11 52  12 24  12 24  13 12-10	L / / 6 / 160 / 160 / 0 / 0 / 0 / 0 0 6 8
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Co	T. LT  pger D. I  THS  HS  A/C  OFT/CPT  OFT/CPT  OFT/CPT	427 195 50 115 115 15 7	1315 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  LINDINGS DAY, NIGHT  LINDINGS LAST = NIGHT  RUMENT HOURS LAST 3 M  OTAL HOURS IN  (if jet mishap)  15 (if helo mishap)  17 PAIOR FLIGHT ALL  11 HOUSEL	NFO 3 ITEM  MONTHS  ST 3 ENTED  DONTHS	ALL IN MOD	Front Seat  10 Back Seat  10 52  11 52  12 24  12 24  13 12-10	L / / 6 / 160 / 160 / 0 / 0 / 0 / 0 0 6 8
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Crai	T. LT  pger D. I  THS  HS  A/C  OFT/CPT  OFT/CPT  OFT/CPT	427 195 50 115 115 15 7	1315 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAY, NIGHT  LANDINGS LAST #  NIGHT  RUMENT HOURS LAST 3 M  OTAL HOURS IN  (if jet mishap)  15 (if helo mishap)  17 (100 FLIGHT ALL	NFO 3 ITEM  MONTHS  ST 3 ENTED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
CO-P CO-P	IT (at controls at time of mishap) I CONNOR, Craig II CONNOR, Craig II CONNOR, Craig II RIO, TYPER, RO II MODELS II ALL MODELS IN LAST 12 MONT II. ALL MODELS IN LAST 12 MONT II. ALL SERIES THIS MODEL LAST 12 MONTHS II. ALL SERIES THIS MODEL LAST 12 MONTHS II. ALL SERIES THIS MODEL LAST 12 MONTHS II. ALL SERIES THIS MODEL LAST 13 MONTHS II. ALL SERIES THIS NODEL LAST 14 MONTHS III. ALL SERIES THIS NODEL LAST 15 MONTHS III. ALL SERIES THIS NODEL LAST 17 MONTHS III. ALL SERIES THIS NODEL LAST 18 MONTHS III.	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 8 / 8 / 8 2 dard E)
CO-P CO-P	Tot controls at time of mishap) CONNOR, Craig CONNOR, Connor	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 115 15 7	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
* PILOT EXPERIENCE IN HOURS	Tot controls at time of mishap) CONNOR, Craig CONNOR,	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
PERS. * PILOT EXPERIENCE IN HOURS	17 (at controls at time of mishap) 12 CONNOR, Craig 13 CONNOR, Craig 14 DRIO, TYPER, RO 15 ALL MODELS 12. ALL MODELS IN LAST 12 MONT 13. ALL SERIES THIS MODEL 13. ALL SERIES THIS MODEL 14. ALL SERIES THIS MODEL 15. ALL SERIES THIS MODEL 16. ALL SERIES THIS MODEL 17. ALL SERIES THIS MODEL 18. ALL SERIES THIS MODEL 19. ALL SERIES	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
PERS. * PILOT EXPERIENCE IN HOURS	17 (at controls at time of mishap) 12 CONNOR, Craig 13 CONNOR, Craig 14 DRIO, TYPER, RO 15 ALL MODELS 12. ALL MODELS IN LAST 12 MONT 13. ALL SERIES THIS MODEL 13. ALL SERIES THIS MODEL 14. ALL SERIES THIS MODEL 15. ALL SERIES THIS MODEL 16. ALL SERIES THIS MODEL 17. ALL SERIES THIS MODEL 18. ALL SERIES THIS MODEL 19. ALL SERIES	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
PERS. * PILOT EXPERIENCE IN HOURS	17 (at controls at time of mishap) 12 CONNOR, Craig 13 CONNOR, Craig 14 DRIO, TYPER, RO 15 ALL MODELS 12. ALL MODELS IN LAST 12 MONT 13. ALL SERIES THIS MODEL 13. ALL SERIES THIS MODEL 14. ALL SERIES THIS MODEL 15. ALL SERIES THIS MODEL 16. ALL SERIES THIS MODEL 17. ALL SERIES THIS MODEL 18. ALL SERIES THIS MODEL 19. ALL SERIES	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
* PILOT EXPERIENCE IN HOURS	17 (at controls at time of mishap) 12 CONNOR, Craig 13 CONNOR, Craig 14 DRIO, TYPER, RO 15 ALL MODELS 12. ALL MODELS IN LAST 12 MONT 13. ALL SERIES THIS MODEL 13. ALL SERIES THIS MODEL 14. ALL SERIES THIS MODEL 15. ALL SERIES THIS MODEL 16. ALL SERIES THIS MODEL 17. ALL SERIES THIS MODEL 18. ALL SERIES THIS MODEL 19. ALL SERIES	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /
PERS. * PILOT EXPERIENCE IN HOURS	Tot controls at time of mishap) CONNOR, Craig CONNOR, Crai	T. LT  Der D. I  THS  HS  A/C  OFT/CPT  A/C  OFT/CPT  10-22-68	427 195 50 115 / 115 / 28/Qualifie	1315 1325 1325 1325 1325 1325 1325 1325 13315 1345	USNR  USNR  USNR  LANDINGS CAYINGAT  LANDINGS LAST A  NIGHT  RUMENT HOURS LAST S  OTAL HOURS IN  Gf jet mishap)  IS (if helo mishap)  FRIOR FLIGHT ALL  CHOCKL  E INSTRUMENT CAR	NFO 3 ITEM  MONTHS  ST 3 ATED  DONTHS	ALL IN MODE ALL IN	Front Seat  IO Seat  IO Seat  IO 52  OEL 52  OEL 24  OEL 24  ION Stand	L / 6 / 160 / 160 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /

DECK PENDANT  DE	SETTINGS  COMMITTED  C	CATAPULT ARESTING GE  CATAPULT/ARRESTING GE  11. This portion shor (2) an aircraft accided cables, woldings and	AR SULLEY:	NUMBER	8. 10	CATION OF SUIT				
ACCIDENTS ADDARD COMPLETE OR NOW CONTROL VALVE STITINGS  TO C2) an aircreft accident involves maturationing of streeting pear, barrier and/or barrierd equipment. Incidents or routine damage to cables, woldings and other expendible equipment need not be reported herein.  ENGAGED  TO ECK RUNOUT TRAVEL CONSTANT PRESSURE CONSTANT TO FREST TOR FREST CONSTANT TO FREST TO COMMENTS OF COMMENTS O	SETTINGS  COMMENTS  Comment  Comme	CATAPULT/ARRESTING GE  11. This portion shor (2) an aircraft accided to cables, woldings and	AR SULLEY:	NUMBER	8. 10	CATION OF SUI	1 8 1710	CHANG BRIDER AN	S DRIDLE A	RESTER
This portion shall be completed whenever (1) an abrinal encident involves arresting gear barrier and/or barricade equipment for (2) an aircreft accident involves malfunctioning of attesting dear, barrier and/or barricade equipment. Incidents or routine damage of cables, weldings and other expendable equipment need not be reported herein.  ENGAGED    12   13   14   CONTROL VALVE SETTINGS   15   ACCUMULATION TRAVEL (INCHES)   DOME (P.S.13)   DO	COMMENTS  CURSI, NT RUNOUT RUN	11. This portion shor (2) an aircraft accid to cables, woldings and		NS OR N			2, 1210			
TO cables, weldings and other expendible equipment need not be reported herein.  ENGAGED RUNDUT TRAVEL CONTROL VALVE SETTINGS  ENGAGED RUNDUT TRAVEL CONSTANT PRESSURE CURSIANT TOR PRESSURE (FOR COBE failures applications).  EECK PENDANT N/A DOME (P.S.I.) NATIO (VT. LGS.) SURE (PSD dandings and months in the deployment of the deploymen	DOCUMENTS  SETTINGS  COMMENTS  COMMENTS  COMMENTS  (for cable failures specify no. landings and months in service)  CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  INGS SINCE DEPLOYMENT  7. NIGHT HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  A DAY HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (TEMPERATURE NAME)  COMMENTS  (10 CARRIERS (complete on pilot)  (10 CARRIERS (complete on pilot)  (11 CARRIERS (complete on pilot)  (12 CARRIERS (complete on pilot)  (13 CARRIERS (complete on pilot)  (14 CARRIERS (complete on pilot)  (15 CARRIERS (complete on pilot)  (16 CARRIERS (complete on pilot)  (17 CARRIERS (complete on pilot)  (18 CAR	to cables, woldings and	all be con				11	barrier an	d/or barrie	ande equipment,
ENGAGED  PECK PENDANT  DONE (P.S.1.)  FOR ACCIDENTS ABOARD CARRIERS (complete on pilod)  Constant Hours/Landings and months is sure deployment  DATE DEPLOYED CONUS  L. DATE DEPLOYED CONUS  N/A  DAY HOURS/LANDINGS SINCE DEPLOYMENT  ACTUAL/SIMULATED  DONE (P.S.1.)  FOR ACCIDENTS ABOARD CARRIERS (complete on pilod)  A DAY HOURS/LANDINGS SINCE DEPLOYMENT  DAY HOURS/LANDINGS SINCE DEPLOYMENT  NIGHT HOURS/LANDI	CONST. NT RUNOUT  CONST. NT RUNOUT  COMPLETS  SURE (PSD)  CARRIERS (complete on pilot)  COMPLETE SETTING  COMPLETE SETTING  COMPLETE CARRIERS  COMPLETE	to cables, wordings and	d other ex	res mail	a aculament	need not be reported	harem.	de equipment. Ir	scidents or	routino damage
ECK PENDANT  DOME (P.S.13)  FOR ACCIDENTS ABGARD CARRIERS (complete on phot)  LOATE DEPLOYED CONUS N/A  LOATE DEPLOYMENT  LOATE	CARRIERS (complete on pilot)  O CARRIERS (complete on pilot)  OS SINCE DEPLOYMENT  A DAY HOURS/LANDINGS LAST 30 DAYS  PINGS SINCE DEPLOYMENT  7. NIGHT HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY (COMPANY NAME OF THE		1134	40.00	44.	Gotting			111	Lie failures specify 80.
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)  LARRICADE  FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)  L. DATE DEPLOYED CONUS N/A  L. DAY HOURS/LANDINGS SINCE DEPLOYMENT  L. NO. DAYS OPERATING PERIOD  S. INST. HOURS LOGGED SINCE DEPLOYMENT  S. INST. HOURS LOGGED SINCE DEPLOYMENT  ACTUAL/SIMULATED  WEATHER AT SCENE OF MISHAP  L. CEPLING  L. VISIOLITY  L. RELATIVE WIND DIRECTION AND VELOCITY  L. OTHER WEATHER CONDITIONS (winds pinot), soon level, soo sends, deeplay classings, as appropriate)  Sea state calm/sea water temp 520  PART HI ADDITIONAL INFORMATION  REMARKS  L. COLD DISTRIBUTED  REMARKS  L. COLD DISTRIBUTED  L. COLD DISTRIBUTED  REMARKS	CARRIERS (COMPLOYMENT 2. DAY HOURS/LANDINGS LAST 30 DAYS  SINCE DEPLOYMENT 7. HIGHT HOURS/LANDINGS LAST 30 DAYS  SCENE OF MISHAP  CITY 1. TEMPERATURE N/A 3. DEW POINT 30.39  IDNAL INFORMATION  INC. MAYAVES AND DISTRIBUTION  INC. MAYAVES AND DISTRIBUTION  ICC. MAYAVES AND DISTRIBUTION  ICC. COM. CVW. THREE  ICC. COM. CVW. THREE  ICC. COM. CVW. THREE	1 0		RAVEL	CONST		RUNOUT	SURE (PSI)	landing	and months in service)
FOR ACCIDENTS ABOARD CARRIERS (Complete on phot)  1. DATE DEPLOYED CONUS N/A  2. NO. DAYS OPERATING PERIOD  3. INST. HOURS LOGGED SINCE DEPLOYMENT  4. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT  5. INST. HOURS LOGGED SINCE DEPLOYMENT  6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT  7. HIGHT HOURS/LANDINGS LAST 30 DAYS  WEATHER AT SCENE OF MISHAP  1. CEILING  1. CEILING  2. VISIBILITY  2. RELATIVE WIND DIRECTION AND VELOCITY  ACTUAL/SIMULATED  1. CEILING  2. VISIBILITY  3. RELATIVE WIND DIRECTION AND VELOCITY  ACTUAL/SIMULATED  1. CEILING  2. VISIBILITY  3. RELATIVE WIND DIRECTION AND VELOCITY  2. TEMPERATURE  3. DEW POINT  6. ALTIMETER SURWAY  1. OTHER WEATHER CONDITIONS (winds aloft, form level, see small, deading, as appropriated)  SEA STATE CONDITIONS (winds aloft, form level, see small, deading, as appropriated)  PART III ADDITIONAL INFORMATION  REMARKS  2. CONDISTRIBUTED  1. CEILING  2. CONDISTRIBUTED  2. CONDISTRIBUTED  3. DESTRIBUTED  3. DEVELOPMENT  4. REMARKS	SCENE OF MISHAP  CITY 2 TEMPERATURE N/A 180 180 30.39  IDNAL INFORMATION  INS. 2 COMPARISON  COMPARISO			NCHES)	DOME (P.S.	13 FATIO	(01, 405.)			
FOR ACCIDENTS ABOARD CARRIERS (complete on phot)  1. DATE DEPLOYED CONUS N/A 2. NO. DAYS OPERATING PERIOD 3. INST. HOURS/LANDINGS SINCE DEPLOYMENT 4. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT 5. INST. HOURS LOGGED SINCE DEPLOYMENT 6. ALTIMETER 1. CERLING 1. VISIBILITY 1. RELATIVE WIND DIRECTION AND VELOCITY 2. VISIBILITY 1. RELATIVE WIND DIRECTION AND VELOCITY 2. OTHER WEATHER CONDITIONS (winds along, sea small, deadley classified, as appropriately)  Sea state calm/sea water temp 520  PART III ADDITIONAL INFORMATION 2. OTHER WEATHER CONDITIONS (winds along, sea small, deadley classified, as appropriately)  PART III ADDITIONAL INFORMATION 2. OTHER WEATHER CONDITIONS (winds along, sea small, deadley classified, as appropriately)  Sea state calm/sea water temp 520  PART III ADDITIONAL INFORMATION 2. OTHER PART III ADDITIONAL INFORMATION 3. DAY HOURS/LANDINGS LAST 30 DAYS 4. NIGHT HOURS/LANDINGS LAST 30 DAYS 5. INST. HOURS/LANDINGS SINCE DEPLOYMENT 7. NIGHT HOURS/LANDINGS LAST 30 DAYS 5. INST. HOURS/LANDINGS SINCE DEPLOYMENT 7. NIGHT HOURS/LANDINGS LAST 30 DAYS 6. ALTHER AT SCENE OF MISHAD  1. CERLING 1	SCENE OF MISHAP  CITY   TEMPERATURE   N/A   S DEW POINT   G. ALTIMETER SETTING   30.39  IDNAL INFORMATION   2. COMPARTMENT   180   1	ECK PENDANT	N/A					-	-	
FOR ACCIDENTS ABOURD CARRIERS (complete on phot)  1. DATE DEPLOYED CONUS N/A 2. DAY HOURS/LANDINGS SINCE DEPLOYMENT 2. DAY HOURS/LANDINGS LAST 30 DAYS  2. NO. DAYS OPERATING PERIOD  3. INST. HOURS LOGGED SINCE DEPLOYMENT 7. HIGHT HOURS/LANDINGS LAST 30 DAYS  ACTUAL/SIMULATED  WEATHER AT SCENE OF MISHAP  1. CEILING 2. VISIBILITY 12. RELATIVE WIND DIRECTION AND VELOCITY 2. TEMPERATURE N/A 30.439  hight scid 15+NM 1gt and vary 0.001110E and 0.001110	SCENE OF MISHAP  CITY   TEMPERATURE   N/A   S SEW POINT   G. ALTIMETER SETTING   30.39  IDNAL INFORMATION   2 COMPOSTRIBUTION   10 COMP					-		-	-	
2. NO. DAYS OPERATING PERIOD  2. NO. DAYS OPERATING PERIOD  5. INST. HOURS LOCGED SINCE GEPLOYMENT  ACTUAL/SIMULATED  WEATHER AT SCENE OF MISHAP  WEATHER AT SCENE OF MISHAP  1. CEILING  2. VISIBILITY  2. RELATIVE WIND DIRECTION AND VELOCITY  BY SOLID 15+NM  1 gt and var  DUTTION ARE  1. COMPANY CLASSICAL OF MISHAP  1. CEILING  2. VISIBILITY  2. RELATIVE WIND DIRECTION AND VELOCITY  2. TEMPERATURE  DUTTION ARE  1. COMPANY CLASSICAL OF MISHAP  1. CEILING  2. VISIBILITY  3. DAY HOURS/LANDINGS SINCE DEPLOYMENT  7. HIGHT HOURS/LANDINGS LAST 30 DAY  1. CEILING  2. VISIBILITY  3. DAY HOURS/LANDINGS SINCE DEPLOYMENT  7. HIGHT HOURS/LANDINGS LAST 30 DAY  4. NIGHT HOURS/LANDINGS LAST 30 DAY  WEATHER AT SCENE OF MISHAP  1. CEILING  2. VISIBILITY  3. DAY HOURS/LANDINGS SINCE DEPLOYMENT  7. HIGHT HOURS/LANDINGS LAST 30 DAY  4. NIGHT HOURS/LANDINGS LAST 30 DAY  4. NIGHT HOURS/LANDINGS LAST 30 DAY  4. NIGHT HOURS/LANDINGS LAST 30 DAY  1. CEILING  1. CEILING  2. CEILING  2. COMPANY DISTRIBUTION  2. COMPANY DISTRIBUTION  2. COMPANY DISTRIBUTION  REMARKS	SCENE OF MISHAP  CITY   TEMPERATURE   N/A   S SEW POINT   G. ALTIMETER SETTING   30.39  IDNAL INFORMATION   2 COMPOSTRIBUTION   10 COMP	DARRICADE				Wester 120120 6100	IEDS (econolists CI	t pilot)	1	
2. NO. DAYS OPERATING PERIOD 2. NO. DAYS OPERATING PERIOD 3. INST. HOURS LOGGED SINCE DEPLOYMENT 4. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT 5. NIGHT HOURS/LANDINGS LAST 30 DAY ACTUAL/SIMULATED  WEATHER AT SCENE OF MISHAP  1. CEILING 2. VISIDILITY 2. RELATIVE WIND DIRECTION AND VELOCITY 3. TEMPERATURE 1. CEILING 1. CEILING 2. VISIDILITY 3. RELATIVE WIND DIRECTION AND VELOCITY 3. OTHER WEATHER CONDITIONS (winds about, see seein, density clienteds, as appropriate)  Sea state calm/sea water temp 520  PART III ADDITIONAL INFORMATION  REMARKS  2. CONDISTRICT 200 MANAVESMENT OF DISTRICT 30.00000000000000000000000000000000000	SCENE OF MISHAP  CITY 4 TEMPERATURE N/A SEEW POINT 6 ALTIMETER SETTING 30.39  IONAL INFORMATION  ICC MANAGEMENT (AM)  LCC COM CVV. THREE				FOR ACC	AY HOURS/LANDINGS SIN	CE DEPLOYMENT	A DAY HOL	RS/LANDING	S LAST 30 DAYS
S. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED  WEATHER AT SCENE OF MISHAP  WEATHER AT SCENE OF MISHAP  I. CEILING  II ADDITIONAL INFORMATION  I. CEILING  II ADDITIONAL INFORMATION  I. CEILING  II ADDITIONAL INFORMATION  I. CEILING  I. CEILING  I. CEILING  II ADDITIONAL INFORMATION  I. CEILING  I. CEILING  II ADDITIONAL INFORMATION  II ADDITIONAL INFORMATION  II ADDITIONAL INFORMATION  II CEILING  II ADDITIONAL INFORMATION  II ADITIONAL INFORMATION  II ADDITIONAL INFORMATI	SCENE OF MISHAP  OUTT A TEMPERATURE NAME IS DEW POINT SO ALTIMETER SETTING 30.39  IDNAL INFORMATION  IDNAL INFORMATION  ICC SOME STRIBUTION  ICC SOME STRIBU	1. DATE DEPLOYED CONUS		AL.			Distance of the last		100 100 100 100	INCS LAST 30 DAYS
WEATHER AT SCENE OF MISHAP  1. CEILING 2. VISIBILITY 2. RELATIVE WIND DIRECTION AND VELOCITY 2. TEMPERATURE N/A 30.39  high soid 15+NM 1gt and var 001710E AIR 480 180 30.39  high soid 15+NM 1gt and var 001710E AIR 480 180 30.39  Sea state calm/sea water temp 520  PART III ADDITIONAL INFORMATION  REMARKS  2. 0.00 DISTR. REMARKS	IONAL INFORMATION  IONAL INFORMATION  ICC MANAGEMENT AND LEC COME CANADA LAND LEC COME CANADA LAND LEC COME ALTERNORFOLK	A INST HOURS LOCGED S	SINCE DEPL	DYMENT	f_ 8			7. NIGHT	HOLIUS/LAND	ings cast wo and
1. CEPLING 2. VISIBILITY 1. RELATIVE WIND DIRECTION AND TOUR STATE AND 15+NM 1gt and Var Outstade Air 180 180 30.39  high scid 15+NM 1gt and Var Outstade Air 180 180 180 30.39  Nother Weather Conditions (which said level, sees state)  Sea state calm/sea water temp 520  PART III ADDITIONAL INFORMATION  REMARKS  2. Conditional DISTRICT SECTION ITEM 1. REMARKS	IDNAL INFORMATION    2					WEATHER AT SCEN	E OF MISHAP	In new	POINT	6. ALTIMETER SETTING
high scid 15+NM lgt and var   0017100 AND   1020   1020   1020   1220	IONAL INFORMATION  2. COM DISTRIBUTION  20. NAVAVELET AND DISTRIBUTION  100 DISTRIBUTION	CENTING 12, VIS	DILITY	3. RELA	TIVE WIND DIR	ECTION AND VECOSITY	ZUNWAYN	/A		30.39
Sea state calm/sea water temp >20 PART III ADDITIONAL INFORMATION  REMARKS  2. C DISTRIBUTED OF THE PART OF THE PA	LCC COM CVV. THREE	high soid 1	5+NM	lgt	and var	r	OUTTIDE AIR _ LE	<u> </u>	-	
ART SECTION ITEM 1. REMARKS 200 NANAWHILL DE CONNANAWHILL DE C	LCC COM CVW THREE	7. OTHER WEATHER COND	TIONS /	nda alojt.	teing level, sea	n 520			0.00	
ART SECTION ITEM 1. REMARKS 200 NANAWHILL DOC NANAWHILL DO	LCC COM CVW THREE	Sea state c	alm/se	ea Wa	ter tem	DART III ADDITIONAL	INFORMATION			
ART SECTION ITEM 1.	LCC COM CVW THREE									
	COMFAIRNORFOLK	ART SECTION ITEM	-						ICC 3	WALES POOL
N/A	1 cc COMPATRIORPOLA		11/2						lcc	COM CVW THREE
	The Covery We TRI ANT	1 1	NA						1 0	COMPATRIORFOLK
2cc COMMAYA	2cc COMNAVAIRLANT 1 cc NAVPRO ST LOUIS	1 1	1						2cc	N VPRO ST LOUIS
lac NAVEROS	1cc NAVEROSPRECFAC	1 1	1						1200	NAVEROSPRECFAC
Tell Marie									144	TOTAL STATE OF THE
	ICC MATERIAL	1	1							
	Tee maraness		1							VE CONSTITUTED TO CO
a name surroughter		1 13	COVERNM	ENT PROP	PERTY	4 78 98	E PURENTY			12-27-68
13 COVENAMENT PROPERTY 12-27-68	a pare supplished to co	OST DAMAGE TO:					and the same	1-4	*	
12-27-68	PRIVATE PURPLETY 2. DATE SUDMITTED TO CO 12-27-68		14/1	-	1	PART IV SIGHLITURE	S OF THE	1 11	_	our. 2
lcc NAVEROS	13 NAVEROSPRECEAC		1						lcc	NAVEROSPRECEAC
	TCC NATACOTAL		1							
	Tee my race	1 1	1						1	
				FWY 000	W TV	I 4 FEIVS	E TOPERTY		9. 07	TE SUDMITTED TO CO
TE PRIVATE PURPLEY	A DATE SUPMITTED TO CO	The state of the s			PERTY	1		1		12-27-68
12-27-68	TRIVATE PURPLETY 10 CO 12-27-68	OST DAMAGE TO:	N/h	-			Lun	1 1	1	

### Part V The Accident

On the afternoon of 12 December 1968, LI 0°CONNOR and LT TYPER were scheduled in Clubleaf 203 (F4J Buno 155831) as wingman on a local area training flight. The flight leader was scheduled in Clubleaf 211 and briefed for a two plane practice radar intercept hop. Fleet Anti-Air Warfare Center (Dam Neck, Va.) was scheduled as air intercept controller. Warfare intercepts on Clubleaf 203. Clubleaf 203 was briefed as bogey for the intercepts on Clubleaf 203. Clubleaf 203 was briefed as bogey for the entire flight and was specifically instructed not to engage in any air combat maneuvering.

LT TYPER had been scheduled as RIO in Clubleaf 203 on an earlier flight that day. After the flight, he had indicated to the AT Trouble-shooter, that Clubleaf 203 was without TACAN, ADF and Auxiliary Receiver. The troubleshooter had applied external power to the aircraft and noted that the CNI circuit breaker (position 2K) was popping out when the port wheel well CNI switch was placed in the ON position. This circuit breaker check was performed with all CNI equipment (i.e. TACAN, UHF, breaker check was performed with all CNI equipment (i.e. TACAN, UHF, Auxialiary Receiver and IFF) turned off. The troubleshooter informed maintenance control about the circuit breaker problem and briefed LT O'CONNOR and LT TYPER about this condition in Clubleaf 203. Maintenance Control placed the aircraft in an up status for VFR flight.

Preflight was normal. When external power was applied to the aircraft, LT TYPER noted that the CNI circuit breaker had popped out when
the port wheel well CNI switch was placed in the ON position. He summoned
the AT Troubleshooter to the rear cockpit. The troubleshooter requested
that the aircraft be downed by the aircraw. LT 0.000000R and LT TYPER
that the aircraft be downed by the aircraw. LT 0.000000R and LT TYPER
decided to accept the aircraft and check the circuit breaker on aircraft
power.

Clubloaf 203 was started. During the post start line checks, LT TYPER signalled to the trouble-shooter on the ground that the circuit breaker had popped out again. Post start checks were completed and the aircraft taxied clear of the line area.

Following takeoff, both aircraft switched frequency to Dam Neck for radar close control. Clubbenf 211 was assigned station 1700/20 at 16,000 and Clubbenf 203 was assigned 1700/70 at 15,000 feet. Dam Neck control did not hold Clubbenf 203 on radar and requested "Squawk Flash" control did not hold Clubbenf 203 on radar and requested "Squawk Flash". LI for IFF identication. Dam Neck reported "No Joy on Squawk Flash". LI TYPER then reported "We are having trouble with other equipment in that area"

At this time Dam Neck Control was holding both aircraft intermittently on straight video and vectored both aircraft on the first intercept. Clubleaf 211 completed the first intercept with a stern reattack and noted 50 to 70 knots overtake at 320 KCAS and 15,000 feet. Clubleaf 203 was asked for a speed check and replied "250 KCAS". At breakaway

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPMAVINST 3750.6 SERIES"

Dam Neck vectored Clubbeaf 211 to proceed 180° and Clubbeaf 203 to proceed 360°. The second intercept commenced with 50 miles opportunity. Clubleaf 211 was vectored north as fighter and Clubleaf 203 was vectored south as bogey at 16,000 and 15,000 fest respectively. At about 40 miles separation, Clubleaf 211 had four targets on the scope from the nose to approximately 30° right, all at about the same velocity. Dam Neck continued to give Clubleaf 203 magnetic bearing and distance to Clubleaf 211. Clubleaf 211 tried two lock-ons but sturned to search because of multiple contacts. At 10 miles separation Cluble of 211 reported a tally-ho on 2 A-6 aircraft (dead ahead, 5 N.M. range) heading south at a lower altitude. Dam Neck confirmed strangers in the vicinity. -Clubleaf 211 then transmitted "Do you have the ..-6's in sight?" and LT TYPER (Clubleaf 203) replied that they did. The two A-6 aircraft later reported that they were heading south on a two plane gunsight tracking exercise at 7,500 feet, 30 N.M. south of MAS Oceans. They had observed a single F4 pass high overhead from eleven o'clock in level flight. The A-6 mircraft remained clear of the F-4 flight path and did not observe the F-4 attempt to engage. Cluble of 211 them asked Cluble of 203 where he was in relation to the two a-6's. No answer was received. Clubleaf 211 started an easy starboard turn to the east to keep from overshooting the intercept. At that instant the pilot of Clubleaf 211 acquired visual contact with an aircraft in an upright spin at about 9,000 feet. Range to the spinning aircraft was about four miles at this time. Clubleaf 211 continued to close the spinning aircraft, broadcasting "aircraft spinning, eject, eject". Three and one half revolutions were observed prior to impact with the water. Both the pilot and RIO in Clubleaf 211 observed two bright red flashes and one chute deploying just prior to water impact. The distance was too great to observe seat separation. Clubbeaf 211 then transmitted a dewned aircraft mayday on guard. Clubleaf 211 orbited the impact sight and observed two chutes in the water about 50 to 100 feet from the impact area. One chute appeared fully deployed and the second chute appeared partially deployed. Both chutes sank about one minute later. There was no sign of the aircrew in the water. Coast Guer C-130, \$1414, responded to the mayday call and arrived overhead as at 5 minutes later. Oceans SaR Helo arrived on scene about 25 minutus later. Recovery results were negative. The impact area was 160° magnetic, 40 nautical miles on the Oceana TACAN. S.R was later augmented by USCGC Charokes (WEEC 165). SAR secured the following day with negative results and the aircraw was presumed lost at sea. This mishap occured approximately 25 minutes after takeoff. Fuel on board Clubleaf 211 during the second intercept was about 12,000 pounds. Estimated gross weight of Cluble f 203 during the spin is 44,000 pounds. Aircraft speed at impact is unknown.

## Part VI Damage to the Aircraft

F4J Buno was lost at sea after impacting with the water in a fully developed upright spin. Witnesses estimated impact angle at 60 degrees nose down. Chart depth at point of impact varies from 54 to 90 feet and is located about five miles offshore on the 160° magnetic/40 nautical miles, Oceana FACAN. Disposition of the wreckage is undetermined due to underwater location.

An attempt was made to locate and mark the wrockage on 22 December by USS BOLD (MSO-424) and USS FULLWARK (MSO-425). Both minesweepers conducted an expanding search about the crash sight coordinates with negative results.

Part VII The Investigation and Analysis (b) (5)

Part VII The Investigation and Analysis





# Part VIII Conclusions



Part XIV Recommendations

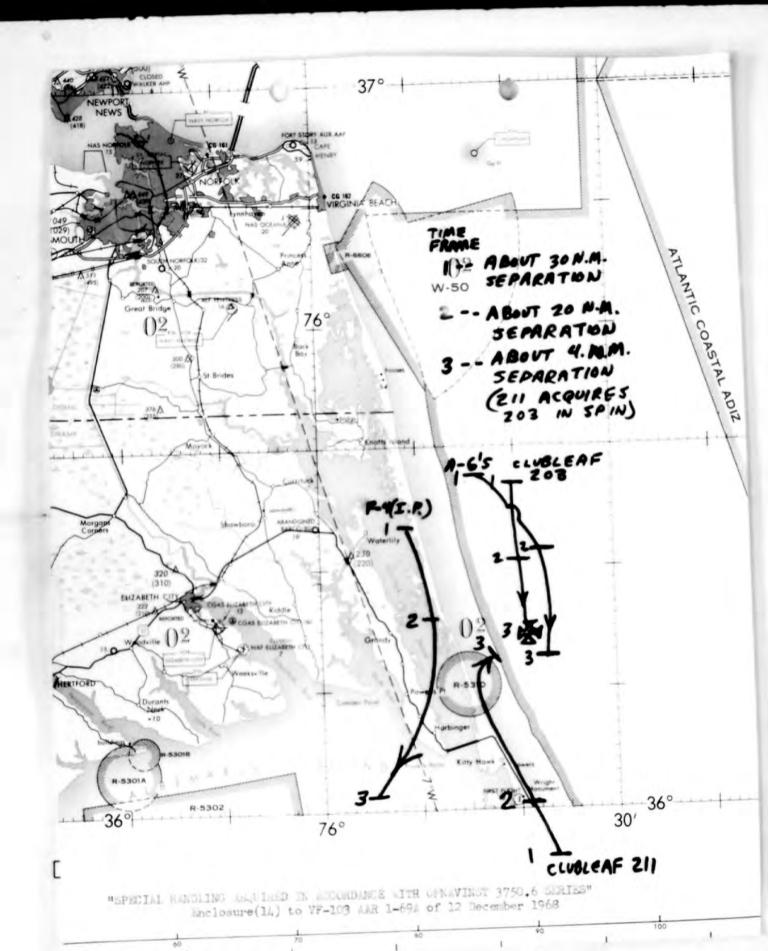


### INDEX OF ENCLOSURES

- (1) MOR
- (2) Maintenance Officer's Statement
- (3) Aircrew Survival Equipment Officer's Statement
- (4) Flight Leader's (Pilot) Statement
- (5) Flight Leader's (RIO) Statement
- (6) Pilot's Statement (Pilot of Clubleaf 203 on Flight prior to mishap)
- (7) AT Troubleshooter's Statement
- (8) Maintenance Control Chief's Statement
- (9) #1 Plane Captain's Statement
- (10) #2 Plane Captain's Statement
- (11) Radar Controller's Statement
- (12) A-6 Section Leader's Statement
- (13) F-4 Instructor Pilot's Statement
- (14) Chart of track over the ground
- (15) Rescue Report

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.

# All statements withheld under exemption (b)(5).



	1				
DL	SCI	IE.	DE	Pn	DT

OPNAV FORM 375		INSTRUC		REVERSE	AVI P37	750.6E	OPNA	V REPORT SYMBOL 3750-14	
	na, Virginia Beach,	12-12-68			ZA. DATE OF RESCUE				
A \$1000 1100 1100 1	na SAR Helicopter	UH-34J							
S. COMBER OF SAL IN RESCUE VENICLE OR SB. TO BE RESCUED SK. MISCORD									
T. TIN	E SEQUENCE OF EVENTS (Local	Date Time Group	1)		WEATHER	CONDITIONS AT	RESC	UE SITE	
1441 Duty SAR pilot notified by phone					°F	48	°F	Calm	
18. Vehicle Departed   Distance to Reene   1445   42 NM   N. Arrived on Scene   Search Required   1512   Local search of wreckage   70. Lacuted Daysons   Wether of Incaring					Sea calm/wind calm/WX clear/visabili				
W. finded Patricial	Subsequently								
E. Survivoria) Discabarked	Laration (II) different true lies 10								

to betracounties encountries there all differentiate and effect on final matter of tracer attempt, i.e. ALERTING PERIOD, SEARCH/LOCATING. RETRIEVING, POST-RETRIEVAL

Rescue net sea anchor was lost during attempts to recover floating debris.

PERSONNEL REQUIRING RESCUE NAME LAST FIRST INITIAL	SIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT Physical condition, agreement of equipment, reastate, etc.
N.A.		

12. HOMBER: (Printing of reside females create, communication epulpments/fechanges, catriornal equipments/fechanges, reside activity) Searched as directed by OSC. No survivors sighted. Attempts to recover wreckage from the water were unsuccessful because rescue net could not be stabilized in water after sea anchor was lost. Released by OSC at 1725R due low fuel state.

Plane	Commander:		(b) (6)	13	15					
ATTACH	ENCLOSURES:	Narratives	of search,	location a	nd ref	rieving-	-Survivor'	s_stateme	ints	
TA. NAME AND	TIBLE OF SUBMITTIN	G. UKTYCHAL				STONETHE	OF SUMMITTENS	OFFICIAL.	11	
				(b) (6						

DONN

ZCZ CNASCES 73CZ CSLB539
RTTEZYUM R UCILMA 9114 3541839-EEEE--R UCILSA.
ZNY EEEEE
R 191809Z DEC 68
FM COM NAVA IRLANT
TO R UED NKAZCINCLANT FLT
INFO R UED NKAZCOM SERVLANT
R UCLBDAZCOM INELANT
R UCLBDAZCOM FAIR NORVA
R UCLSKAZCOM FAIR NORVA
R UCLSKAZCOM FAIR NORVA
R UCLSKAZCOM FIVE
R UEB NSAZCOGD FIVE
R UEB SKAZFITRON O NE ZERONTHREE
R UCILSAZNAV SAFCEN

SA42 ACFT SALVAGE
A. CONFAIRNORVA 181718Z DEC 63 PASEP
1. REQ SEARCH AND SALVAGE SVCS FOR FIJ CITED REF A.
BT
9114
FHJ//55931 VF-103 1-69A DEC 1918 09=

NWNWZ CZ CNAS CB427CSLB268 RITEZYUW RUEBNBACCIZ 3532120-EEEE -- RUCIL SA. ZNY EFFEE R 1821227 DEC 68 FM COMFAIR NOR FOLK INFO RUCIL SAZNAV SAFE CEN R 181720Z DEC 68 FM COMFAIRNOR FOLK TO RUCILMAZCOMNAVAIRLANT INFO PUEDNKA/CINCLAMIFLI R UCL BD AZCON INEL ANT RUEBNSA/COOD FIVE R UED NKA/COM SERVL A NT P R 162125Z DEC 68 FM FITRON ONE ZERO THREE TO RUEBNEA/COMFAIR NOR FOLK INFO RUCL SKA/COMATICARA IRWING THREE BT

H2MA mm/ai

5442 AIR CRAFT SALVAGE

A. VF103 132226Z DEC 68

1. REQUEST PROVIDE UNDERWATER SALVAGE F4J, 155831 LOST 12 DEC IN ACCIDENT REPORTED REF A.

2. ALL KNOWN WITNESSES HAVE BEEN INTERVIEWED RESULTING IN NO KNOWN CAUSE FACTOR FOR MISHAP.

3. FLIGHT LEADER WHO OBSERVED MISHAP POSITIONS CRASH SITE AT 160

PAGE TWO RUEBNBASCOS DEGREES MAGNETIC, 40 NAUTICAL WILES NAS OCEANA TACAN. USCGC CHEROKEE REPORTED BOTTOM DEPTH OF EIGHT TO NINE FATHOMS IN GENERAL VICINITY. EXT 974 NAS OCEANA. 4. SQUADRON CONTACT FOR SALVAGE OPS LCDR BT 0010 181720F 12-12-68 F45/155831 UF-103 1-69A

NNNN

Z CZ CNASCB 425LB270 RTTEZYUW RUEBNBAGOII 3532122-EEEE--RUCILSA. ZNY EEEEE R 182122Z DEC 68 FM COMFAIRNOR FOLK INFO RUCILSA/NAVSAFECEN R 181722Z DEC 68 FM CON FAIR NOR FOLK TO RUCILMA/COM NAVAIRLANT INFO RUEDNNA/CINCLANIFLI RUCLED A / COM INEL ANT RUEBNSA/CCGD FIVE RUED WHA / COM SERVLANT P R 170006Z DEC 68 FM FITRON ONE ZERO THREE TO RUESNBA/COMFAIRNOR FOLK INFO RUCLSKA/COMATKCARAIN WING IMREE BT

426A

man /m

5442 A IR CRAFT SALVAGE

A. MY 162125Z DEC 68

1. REQ ADD FOL INFO TO REF A WRECKAGE IS NOT MARKED. CRD NA NCE EQUIP IS EXPLOSIVE BOLTS ON INBOARD WING STATIONS AND CENTERLINE FUEL TANK EJECTOR CARTRIDGE. AWG-10 RADAR SYSTEM CLASSIFIED BT

21

0011

F45/155837

VF-103 1-69A 12/12/68/82122E 181722E 170006E NNANCZCSLB260
PTTEZYUW RUESEDA0504 3532052-EEEE--RUCILSA.
ZNY EEEEE
PR 182052Z DEC 68
PM FITRON ONE ZERO THREE
TO RUCILSA/NAVSAFECEN
INFO RUE NAAA/CNO
RUEBBHB/NAVAIRSYSCOMHQ
RUCILMA/COMNAVAIRLANT
RUEB IBA/COMF AIRNORFOLK
RUCLSKA/COMATKCARAIRWIIG THREE
BT

2215/18

3750 FITRON 103 AAR 1-69A

A. NAVSAFECEN 172300Z DEC 68

1. FOL PROVIDED IN RESPONSE TO REF A+

A. EVIDENCE OF MATERIAL FAILURE/MALFUNCTION-NEGATIVE

B. AVOIDANCE/ACM MANEUVER-NEGATIVE

C. ALL OCEANA A-6 PILOTS THOUGHT TO BE FLYING IN OR NEAR MISHAP AREA AT TIME OF ACCIDENT HAVE BEEN INTERVIEWED, HOWEVER NOT ALL WHO WERE AIRBORNE. ADDITIONALLY ONE PILOT FROM NORFOLK AND ONE FROM PAX RIVER WHO WERE OPERATING IN GENERAL AREA HAVE BEEN INTERVIEWED.

D. NO TRANSMISSIONS RECEIVED FROM MISMAP F-4 AFTER TALLEY-HD RPT.

F4J/155831

VF-103 1-69A 12/12/68

SLB274 RITEZYUW RUEBNBAG212 3532124-FEEE -- RUCILSA. ZNY EEEEE R 182124Z DEC 68 FM COMFAIR NOR FOLK INFO RUCIL SAZNAV SAFECEN R 181718Z DEC 68 FM COMFAIR NOR FOLK TO RUCILMA/COMNAVAIRLANT INFO RUEDNKA/COMSERVLANT R UCL ED A / CON I NEL A NT R HED NKA/CINCLAM FLT R LEBNSA/CCGD FIVE RHEBEDA/FITRON ONE ZERO THREE RUCL SKAZCOMAT KCARAIR WING THREE

4291

Al linin

5442 AIR CRAFT SALVAGE

A. FITRON ONE ZERO THREE 162125Z DEC 68 PASEP B. FITRON ONE ZERO THREE 1782862 DEC 68 PASEP

1. THE PAUCITY OF INFO REGARDING THIS ACCIDENT, THE ABSENCE OF TRANSMISSIONS FROM THE CREW PRIOR IMPACT, AND THE FACT THAT THE A/C INVOLVED WAS OF RECENT NANUFACTURE, MAKE IT HIGHLY DESIRABLE THAT EVERY EFFORT BE MADE TO DETERMINE CAUSAL FACTORS.

2. IF FACILITIES AND FORCES CAN BE MADE AVAILABLE,

PAGE TWO RUEBNEADROS UNCLAS E F T O RECOMMEND SEARCH AND SALVAGE OPERATIONS BE CONDUCTED TO ASSIST ACCIDENT INVESTIGATION. REFS A & B PERTAIN. BT

PE12

F45/155831 VF-183

12/12/68 1821248

MESSAGE DRAFT CLASSIFICATION DATE 1 DECEMBER 1968 DEPT FROM NAVAL SAFETY CENTER CDR AAD ACTION PRECEDENCE VINFO CNO MAIL NICHT NAVAIRSYSCOMHQ MESSAGE COMNAVAIRLANT FITRON ONE ZERO THREE ROUTINE COMFAIRNORFOLK COMATECARAIRWING THREE PRICRITY OF IMMED EMER FLASH TEXT (PAGE 1 of 2)

UNCLAS E F T O

3750 FITRON 103 AAR 1-69A: REQUEST FOR SUPPLEMENTAL INFORMATION

- A. OPNAVINST 375Ø.6F
- B. YOUR 130020
- C. YOUR 132226Z
- 1. REF B AND C REPORTED MISHAP INVOLVING F-4J BUNO 155831 OCCURRING 12 DEC 68. IN ORDER TO ASSIST IN DETERMINING REQUIREMENT FOR INDEPENDENT NAVIAFECEN INVESTIGATION AND TO AID ACCIDENT ANALYSIS, FOLLOWING INFO REQUESTED:
  - A. IS THERE ANY EVIDENCE OF MATERIAL FAILURE/MALFUNCTION?
- B. IS THERE ANY EVIDENCE THAT THE ACCIDENT TO F4 ATTEMPTED TO AVOID THE FLT OF A6'S OR ENGAGE IN AIRCOMBAT MANEUVERING WITH THE A6'S WHICH WOULD SUGGEST A PILOT INDUCED STALL/SPIN?
- C. HAVE ALL LOCAL A6 PILOTS BEEN INTERVIEWED CONCERNING THE ACCIDENT?

REFERENCE MESSAGE

See 1803 se of Brown

TRANSMIT BY RADIO -	CLASS OF HEF	CNO	TOR COMM OFFICE	1/28/002
F45/	155831	VF-109	03	12/12/68

	FT •				CLASSIFICATION
		ATE			
FROM NAVAL SAFET	Y DRAFTED	BY	DEPT	RELEASED	
ACTION		V PRECE	DENCEV IN	FO	
	1	MA			
		MES	SAGE		
		ROUT	INE		
		PRIO	RITY		
		OP IM	MED		
		EMI	R		
		FLA	SH		
TEXT		(Page 2	of 2)		
Z:=INPO-ADDRE	5* E	COLUMN TO THE CO.	- MELLING		ON
as work of any of	•				.0.0
as areno enta da	•				.0.0
					.0.0
as watternament of					
REFERENCE MESSAGE					
REFERENCE MESSAGE	ASS OF REF		COMM OFF	TICE DATE/TIME G	

0

PAGE THREE RUEBEDADIST WITH FAAUTO (CLINCH CONTROL) DANNECK. VA. LEAD AIR CRAFT HAD COMPLETED DNE INTERCEPT AS FIGHTER AT 16,300 FEET AND 350 KCAS. VINGKAN WAS ASSIGNED 15,300 FEET AND 302-350 KCAS AS BOGEY. LEADER COMMENCED SECOND . INTERCEPT AS FIGHTER WITH SO WILE SEPARATION AND PROCEEDED TO CLOSE WINGMAN (BOSY) ON A FORWARD CHARTER INTERCEPT. LEADER OF SERVED TWO

A-6 AIRCRAFT AMEAD AND IN PATH OF INTERCEPT TRACT. LEADER ADVISED WING MAN OF PRESENCE OF CINER AIRCRAFT AND WINSMAN RESPONDED WITH TALLO-HO. SUSPECTING RADAR LOCK ON WRONG TARGET IN AS WUCH AS A-6S AND F-4 ON APPROXIMATELY SAME TRACT, SPEED AND ALTITUDE, LEADER REQUESTED WINGMANS POSITION IN RELATION TO CTHER AIRCRAFT AND RECEIVED NO RESPONSE. SECONDS LATER WINSMAN'S AIR CRAFT DESERVED BY LEADER IN FULLY DEVELOPED UPRIGHT SPIN AT ABOUT 9.020 FEET. LEADER GESERVED THREE AND ONE-HALF REVOLITIONS PRIOR TO IMPACT. AIRCRAFT ENTERED WATER WITH SWIDEGEREE WOSE DOWN ALTITUDE. LEAD AIRCRAFT OBSERVED IVO RED FLASHES FROM EJECTION SEAT (MK-H7) ROCKET MOTORS AND ONE CHUTE PLOSSONING JUST PRICE TO AIRCRAFT INFACT WITH WATER. DISTANCE WAS TOO GREAT TO CESERVE STAT SEPARATION. LEADER CIRCLED IMPACT AREA AND NOTED ONE CHUTE FULLY DEPLOYED AND A SECOND CHUTE PARTIALLY DEPLOYED LYING IN THE WATER ABOUT 50 FEET FROM THE IMPACT AREA. BOTH CHUTES SANK ABOUT ONE WINDTE OFIEL ALER ENTRY. NO SIGN OF A ROREW IN

0.21/2

PAGE FOUR RUEBEDAGIBT WATER. FIXED WING AND HELD SAR ARRIVED ON THE SCENE: NEGATIVE RECOVERY RESULTS.

- 12. HIGH SCT CIRRIFORM, VIS 7, PINC LGT AND VAR, TEMP 47, DPI 17 SEA COND CALN
- 13. MAINTENANCE NOT CONSIDERED AS A FACTOR AT THIS TIME.
- 14. MATERIAL FAILURE/MALFUNCTION NOT CONSIDERED AS A FACTOR AT THIS TIME.
- 15. NO NE
- IS SUBMERGED IN 54-90 FEET WATER ABOUT FOUR MILES OFF SHORE 16. WHEC LCOR, USB, VF-103 ASO, AVE 555-1650 EXT 971, 972, 973 17. A/C 785 428-2222 EXT 971 BT 132226 6 3187

NNNNECZ ONA SCB 881CZ CSLB 118

PTTUZ YUW R UEBNSA 3588 349C028-UUUU--E UCILSA.

ZNR UUUUU

8 132250Z DEC 68

FM CCGD FIVE

TO ZENZCONEA STAREA COGARD.

INFO ZENZCONET COGARD

RUCIL SAZFETRON ONE ZERO THREE

R UEBNBAZON FA IF NORVA

R UCIL SAZNAVAL AVIATION SAFFTY CENTFR

R UCIL SAZNAVAL OCEANA

SaA

1.

AAO! AI/ Records

R WEBHRAZCOG ARD IR STA ECITY ZENZCOC CHERCKEE BT

SITREP ING AND FINAL F-4 MAVY/55831 CRASHED

A. CONDUCTED SEAFCHES AS CUTLINED IN SEAFCH PLAN.

B. MANY COURAGEOUS 47 OR SCENE DEER RELEASED 11 TR.

CONDUCTED PS ON THAVO-2 THEN CHOS ON BRAVO-3.

C. NAVY COLRAGEOUS 32 OL SCENE CELS FELEASED 11858.

PAGE 2 RUEBNSASSO WWG D. HH52 CG NR 1425 ON SCENE 275CR RELEASED 104CR. E. MUIS COM 2135 ON SCENE E 75 SE PELEASED 1230E. COMDUCTED VS OR ERAVO-I INEW CSC ON ERAVO-3. F. CGC CHEROKEE CONDUCTED CSC AITH CG NR 1425, CKCS WITH COURAGEOUS 47 AND 02, THE D CSC WITH COME 2135. G. OGC CHEROKEE DEPARTED 123VA. ETA LITTLE CREEK 2200R. 2. SEARCH SUMMARY SEARCH PARENT AFEA SEAR CH SCRIIES SEARCH HOURS ACTIVITY SEARCHED POT DBJECT HOLE S E W. OUTE A. FIRST DAY/NIGHT EC138-1414 ECAS 1.5 1.2 HU16-2135 ECAS 55 5 MI RAD 1.0 RAFT 2.7 1 ECAS (THICE) HU16-2135 82 0.5 BAFT MU16-7239 ECAS 95 3,2 0.5 12 MI RAD LIGHT ECAS HU16-7209 (TWICE) 95 LIGHT ECAS 2.1 Hh52-1378 5 MI X 3 MI 95 RAFI L IGHT KH52-1378 ECAS 1 NI RAD 120 HH52-1378 ECAS (TWICE) 100 LIGHT HH52-1425 ECAS CLOSE - IN F4J/155831 VF-103 12/12/68 1-69A

PAGE 3 F	WEB NSA 8500 U	INCL AS					
HH52-142			122	LIGHT	-		
H34-82		IX 4 HI		LIGHT	1	2.2	0.8
H34-47		I X 4 51	9.5	RAFT	1	1.8	0.5
H34-945		I X 5 KI	95	EAFT	1	2.5	0.5
N34-945	O CE A NA		9.5	EAFT	-		
COC CHER						4.3	3.8
	COND DAY					4.0	0.0
HU15-213		MI RAD	95	RAFT	1	4.6	2.6
HU16-213		I X 16 M		RAFT	-	-	
HN52-142			195	FAFT	1	4.5	0.6.
H34-02	HC+6 58 X			RAFT	i	3.5	0.5
H34-32		IXSNI		PAFT			
834-47		I K .5 61		BAFT	1	3.0	0.5
H34-47		IX 5 MI		EAFT	Â	-	-
CGC CHER		I X 36 M1		BAFT		12.5	7.5
C. TO				.,		1 6.0	1.5
HH52	ECAS	172 SQ Til	-		5	9.8	3.4
HUIS		641 SE NI			3	11.5	2.6
EC130	ECAS				1	1.5	1.2
H34	O CE A NA	50 SQ KI	-		1	2.5	0.5
110-1	Nº 50m 15 11/5	50 50 111				G- 4 -	

PAGE 4 RUEBNSADSEC -HC-6 248 SC NI -10.5 CGC CHEROKEE -368 SC NI -16.8 3. ALL ACTIVE SEARCH EFFORTS MAVE BEEN DISCONTINUED. EYE WITNESS REPORT OF PLAYMATE SUBSTANTIATED BY IMMEDIATE INTENSIVE SEARCH OF IMPACT POINT INCLUDING AREA WHERE CHUTES NIT WATER INDICATE THAT PILOT AND RADAR OBSERVER FAILED TO SUCCESSFULLY EJECT AT LOW ALTITUDE AND WERE LOST AT SEA IN POSN 36-248 75-454. 4. THE UNFORTUNATE CONCLUSION OF TRIS INCIDENT IS REGRETTED, BUT THE QUICK ACTION AND WILLING COOPERATION OF ALL PARTICIPANTS IS APPRECIATED. 5. FOR COGARD ADEES MULTI UNIT CASE NO D-BR68 APPLIES. CGC CHEROKEE WILL COMPLETE PART BRAVO CG-3272. C ACTIVE SEARCH SUSFERDED FENDING FURTHER DEVELOPMENTS. ST

132250 b

1.3

11.3

2520

NNNNZ CZ CNA SCB 75 9CZ CSL A 774 PTT UZYUW R UEB NSA 0452 3480438-UUUU--R UCIL SA. Z MR UUUUUU P 130430Z DEC 68 FM CCGD FIVE TO ZEN/COMEASTAREA COGARD INFO ZEN/COMDT COG ARD RUCIL SAZHEL SUPPRON SIX R UEBNBAZCON FAIR NORVA RUEBEDA/NAS OCEANA RUCIL SAZUSN AVIATION SAFETY CENTER BI

A759/68 AI/AAD

SITREP ONE DISTRESS F-4 MAVY (55831 CRASHED 1. SITUATION

A. 1445R CGAS ECITY RECD WAYDAY ON 243.8 MHZ FROM CLUBLEAF 211

THAT SUBJ CRASHED 162 RADIAL 42 WI FROM NAS OCEANA TACAN.

B. CLUBLEAF 211 ADVISED HE OBSERVED SUBJ SPINNING OUT OF CONTROL AT LOW ALTITUDE AND THOUGHT HE SAW TWO EJECTION SEATS. ON FIRST PASS OVER CRASH AREA HE COSERVED TWO PARACHUTES IN WATER 1888 FT EAUL OF WRECKAGE AREA PARACHUTES DISAPPEARED ON NEXT PASS.

C. WX VIS 20 NI, VND LIGHT AND VARIABLE. SEA SE AT 2 FT.

PAGE TWO PUEBNSA0452 UNCLAS

2. ACTION TAKEN

- A. 14458 EC 138E CG NR 1414 AND HH524 CG NR 1578 DIVERTED FROM LOCAL OPS TO SCENE.
  - B. 14499 H34 NAVY RAZ 945 ENR FROM OCEANA ETA 1525R.

C. 1455P CG 1414 ON SCENE.

- D. 145 TR HH52A CINR 1425 DFID ECITY ETA 1515R. E. 1459R HUIGE COMR 2135 DPTD ECITY ETA 1515R.
- F. 150MR CG 1378 ON SCENE. CLUBLEAF 211 AND NUTGRASS 133 DPTD SCENE. DATUM BUDY DROPPED.
  - G. 1518R H34 COURAGEOUS 47 FROM HC6 NORVA ENR ETA 1543R.
  - H. 1955R CGC CHEROKE DIVERTED FROM LOCAL OPS ETA 1930R.
- I. 1639R CG 1425 ARR ECITY I SORTIE . 7 HRS SEARCHED. SEARCH APEA CONCENTRATED AT DATUM. PICKED UP VARIOUS DEBRIS.
  - J. 1653R MU16E CONR 7229 DPTD ECITY TO FELIEVE OSC ETA 1715R.
  - K. 1715R CG 7209 ON SCENE RELIEVED OSC.
  - L. 1724R CG 1414 ARR ECITY. 1 SORTIE, 1.7 HRS SEARCHED.
- M. 1730R OG 2135 ARR ECITY, 1 SORTIE 3.0 HRS SEARCH. COMPLETED ING VS SEARCHES, 2 MI TRACK SPACING, 5 MI RADIUS POD FOR RAFT 55 PCT AND S2 PCT.

F45/155831 VF-103 169A

12-12-681304307

PAGE THREE RUEBNSA 2452

N. 1732R CG 1425 DPID FOR SEARCH. ETA 1750R.

O. 173 SR COLFAGEOUS 47 ARR NAS NORVA : SORTIE 1.8 HRS SEAR CHED. CONDUCTED EXPANDING SQUARE ONE HALF MILE TRACK SPACING TO 4 MI FROM DATUM POD 95 PCT FOR RAFT.

P. 1748 RAZ 945 ARR OCEANA I SORTIE 2.5 HRS SEARCHED. SEARCHED 2.5 WI N AND S OF DATUM TO 5 NI E OF DATUM TRACK SPACE ONE HALF

NI POD 95 PCT FOR RAFT.

Q. 18158 C3 1378 ARR ECITY. 2 SORTIES 2.1 HRS SEARCHED AS RAZ 945 TO WEST OF DATUM. ALSO TWO SECTOR SEARCHES I MI RADIUS FOR LIGHT OR FLARE AT DATUM FOD 120 PCT.

R. 1859R COURAGEOUS 82 H46 FROM HC6 DFTD NAS NORVA FOR SEARCH EFA 1925R .

S. 1940R CGC CHEROKEE ON SCENE 35-24N 75-45W. RELIEVED OSC AT 1950R. T. NEW DEBRIS SIGHTING 36-12N 75-35.5W MARKED BY CG 7229 WITH

FLOATING LIGHT.

U. 1955R CG 1425 ARR ECITY. 1 SORTIE 1.6 MRS SEARCHED VS PATTERN I MI TRACK SPACE TO 4 NI FROM DAILM BUDY. 182 PCT POD FOR ANY LIGHT. V. 2035R CG 7209 ARR ECITY. I SORTIE 3.2 HRS SEARCHED TWO VS

SEARCHES TO 10 MI WITH 2 MI TRACK SPACING. POD FOR FLARES

PAGE FOUR RUEBNSA 2453 OR LIGHT 95 PCT.

W. 2201R COURAGEOUS 02 ARR NAS NORVA 1 SORTIE 2.2 HRS SEAR CHED TO 8 MI N AND S OF DATUM TO 4 MI EAST. WEST TO SHORELINE. POD 90 PCT FOR ANY LIGHT.

3. FUTURE PLANS A. UT IL IZE TWO CG A/C, ONE NAVY HELD AND CHEROKEE FOR DAYLIGHT SE AR CH

4. CASE PENDS.

BT

0452

4 7/2

1304302

CZ CHAS CE 74 7CZ CSLA 75 a FIT UZYEN F WEEED A SO 78 34 38 322 - WUNG - - F NC IL SA. Z 15 00000 P P 1307272 DEC 68 FM FITTON C'E ZERO THREE TO RUE HARAZONO RUCIL SAZ NAV SAFECEN EUCILMAZMANA IR SYECOMREPLANT INFO RUEBENEZMAV : IR SYSCOMHO A UED NAD / OCH FIVE RUCIL SAZCONAT KOAR AIRMING THREE RUEBUBA/CONFAIR SOR FOLK RUCILMA/COM VAVAIRLANT RUCIMHAZNAVPLANTREPO STL BLUVAAFA/WAVPLANTREPO EVANDALE R DEES HE / CHINAVMAT RUCL SKA /READ AT KCARA IR WING FOUR R UNJAFAZREAD AT KCASA IRWING TVELVE RUEBRVAZCE FOFLANT RUMMMIZOS FAFPAC RUMANUA / COM MAVA IRPAC DEAD DICK AFIP Underlined HED H AZOL CLAST FLT RUEBJEA/CHNAVPERS 3750 PERL I IDARY NESSAGE BEFORE A LACRAFE ACCIDENT A. CPARVINST 3752.6F 1. 12 DEC 68, 1440R, DAY 2. 160 FACIAL/49 WILES, OCEANA IACAN 3. F4J, 155831 4. VF-123, 1-69A 5. ALFA, ALFCRAFT LOST AT SEA 6. O'CONNER, CRAIG I., LI. (b) (6) USER, 1315, ACTIVE, UNIFORM, TOTAL PILOT MOURS 427 TOTAL F4 MRS 125 PILOT MRS (98 CAYS) 56 MK-H7 EJECTION SEAT UTILIZED. (b) (6) ACTIVE, UNIFORM, 7. TYPER, ROGER D., LT, USER, RADAR INTERCEPT OFFICER, WK-H7 EJECTION SEAT UT ILIZED. B. NONE 9. AIR INTERCEPT, VFR, LOCAL, DESTINATION-NAS OCEANA 10. DURING PLACTICE INTERCEPT 11. LEAD AZC WAS VECTORED TOWARD PLAYMATE FOR PRACTICE INTER CEPT AND OBSERVED MULTIPLE RADAR TARGETS IN THE AREA. LEAD AIR CRAFT ACQUIRED VISUAL CONTACT WITH AIRCRAFT IN AN UPRIGHT SPIN. LEADER TRANSMITTED, EJECT. EJECT. TWO CHUTES WERE CHEERVED JUST PAICR TO IMPACT WITH WATER. AIRCREW NOT RECOVERED. COMTINUING SAR IN PROGRESS. 12. HIGH SCT CIRRIFORM, VIS 7, WILD LGT AND VAR, TEMP 47, DPI 17 SEA COME CALM 13. MAINTENANCE NOT CONSIDERED AS A FACTOR AT THIS TIME. 14. MATERIAL FAILURE/MALFUNCTION NOT CONSIDERED AS A FACIOR AT THIS TIME. O Connor Juper 15. NO NE 8/2/2 103 16. NONE (b) (6) , LCDR, USN, VF-103 ASO, AVN 555-1650 EXT 971, 972, 17, 703 423-2222 EXT 971. VF-103 F45/155831 12/12/68 136 1-69A